

convinced that an architect means something more than a mere mechanical draughtsman, and moreover, until architects themselves set their faces against the system of receiving pupils into their offices, for the sake of a tempting premium, without first having some reason to believe that those they take upon themselves the responsibility of teaching are in some degree, at least, fitted to receive their instructions.

It is of the greatest importance that architecture should be made an especial branch of university education, not only because a knowledge of it would then necessarily be imparted to those influential classes of society who receive their education there, but more particularly that the clergy, as a body, would have opportunities afforded them of acquiring a more extended knowledge of the subject than they at present possess, so that by affording them a liberal course of architectural tuition, many prevailing prejudices which now exist in their minds might be removed.

At the same time that we deplore the few opportunities which are offered to the public for acquiring a taste for architecture, it cannot but occur to us as a great evil that such facilities as we do possess, and which might be made the means of cultivating that taste, are almost entirely lost to them, from the numerous obstacles which are placed in the way of their profiting by them. I more particularly refer to the all but inaccessibility of the majority of the public buildings of this metropolis. I would advert, too, to the jealous care with which students, and others who are interested in the subject, are excluded from buildings while in progress, which, from peculiarities of construction, or otherwise, might afford advantageous opportunities of acquiring practical knowledge: undoubtedly, more is to be learned of the practical part of architecture by studying buildings while in progress than by almost any other means which a student possesses of obtaining such knowledge.

What is needed to place architecture on a proper footing in the public estimation, is an institution of a more national character than has previously existed, and one which the public generally will respect,—an institution exclusively devoted to architecture,—an institution in which, by the advantages it should afford, architecture as a fine art might become a more popular study than it is at present. It is of the greatest importance that such collections of architectural works as we already possess, in the various museums and elsewhere, should be made more available than at present for the purposes of instruction and reference. For instance, there is the Soane Museum, it is impossible to believe that it was ever intended by the munificent founder of that valuable collection of architectural antiquities that it should be only accessible to the public two or three months in the year, and that too only on certain days.

C. GRAY.

NOTES IN THE PROVINCES.

Bury St. Edmunds.—A scheme for the amalgamation of the Mechanics', Young Men's, and Archaeological Institutes and Museum of Bury, on an enlarged basis, has been revived, or rather suggested, by the Rev. Lord Arthur Hervey, in a letter to the different institutions.

Bishop-Stortford.—The first stone of an infant school-room was laid at New-town, Bishop-Stortford, on Saturday last, by Miss Ruab, of Elenham Hall, Essex. The building, which is to be 45 feet in length, and 20 feet in width, is to be erected by Mr. W. H. Young, of Bishop-Stortford.

Sheerness.—Great fear for this town was felt during a recent unusually high tide, which came over the sea-wall, near Banks-town, in an alarming manner, and required bags of sand to be placed on the wall, which is the property of the Board of Ordnance, and requires to be heightened and rendered more secure, as we have before noted.

Bristol.—It is pretty well understood, says the *Globe*, that Bristol will be the port of arrival and departure of the immense ocean steamers which a recently-formed and wealthy

metropolitan company are about to construct for the purpose of plying between this country, Australia, and, it is believed, the United States of America. The survey which has been made of the entrance of the Bristol river, at which it is proposed to construct very capacious docks, is one of the most minute that could be made. The official report of the surveying engineers has not yet been made, but it has transpired that they have selected a site below the lighthouse on the Gloucestershire side of the river, as presenting physical and engineering advantages over the opposite or Portishead shore.

Cardiff.—The local carpenters and house joiners have taken preliminary steps for the formation of a mutual benefit society in cases of sickness and of want of work.

Swansea.—Another spacious dry dock has been commenced here, near the old pottery. It is to be named the "Villiers Dock." Its length will be about 290 feet, and it will be capable of admitting a ship of 40 feet beam. The contractor is Mr. John Kirkhouse, and it is expected it will be completed about April. The Phoenix Dry Dock is rapidly approaching completion. This dock measures 191 feet 8 inches inside the gates, and commands a breadth of 39 feet. It was built by Mr. David Griffiths.

Llanbrynmair.—The foundation-stone of St. David's New Church, Dylife, parish of Dacowen, was laid on the 4th inst. by Mrs. Pughe, of Craig-y-don, Aberdovey, "assisted by her sister, Miss Williams." The building is to be erected at a cost of 750*l.* and, when completed, will contain 200 seats in the area. The plan of the church consists of a nave, a chancel, a vestry-room, and south porch, in the Norman style.

Macclesfield.—On Thursday evening week, the first of a proposed series of concerts in behalf of public parks, and a free library for Macclesfield was held. The committee announced a subscription of 100*l.* from Mr. J. Brocklehurst for this purpose, and another of 25*l.* from Lady Egerton.

Runcorn.—Halton Church, Runcorn, was consecrated by the Bishop of Chester, on 12th inst.

Liverpool.—Mr. J. Grantham, consulting engineer, of this town, according to the local *Chronicle*, has suggested a plan for the better conveyance of goods to and from the docks, and the discharging and loading of vessels, by means of a high-level railway, with branches to the railways, timber-yards, coal-yards, warehouses, and all other places where they may be required. The main line is to be elevated about fourteen feet from the ground, upon cast-iron columns and wrought-iron girders, planked over like the deck of a ship. There are to be two main lines for the passage of the trucks, up and down; and at all the sheds and timber depôts sidings for the trucks to stand while loading and discharging. To draw the carriages, Mr. Grantham proposes, in the first instance, to employ horses to work at a speed of two and a-half miles per hour, as a general rule. Experience would be the best guide as to how far a greater speed and a substitute for horses might hereafter be found desirable; and how far such a conveyance could be adapted to passengers time alone would show. The sheds would be worked by hydraulic cranes. The cost of the scheme, exclusive of ground, he estimates to require an outlay of about 350,000*l.* He calculates on the removal of 4,000 tons per day, on different parts of the railway, which, at an average profit of sixpence per ton, would pay nearly ten per cent. on the investment. As the matter now stands, such a project could only be carried into effect by the dock trustees.

Birmingham.—The chief stone of a new chapel, in Bishop-street, for the use of the expelled members of the Methodist body, was laid on Monday in week before last. The chapel (which is from the designs of Mr. Yeoville, of Birmingham) will be a plain edifice, in the Italian style, and built chiefly of red brick, having moulded cornices, sills, arches, &c. composed of blue brick. The interior will present a plain appearance, and will accommodate from five to six hundred persons, all the

seats being open. Mr. Josh. Baxter is the builder.

Wolverhampton.—The town council of Wolverhampton have under consideration an offer made by the Coalbrookdale company to sell to the corporation for 150*l.* one of the fountains which they had exhibited in Hyde Park, and which the Markets' Committee have decided would be not only ornamental but useful in the centre of the Market Hall, now in the course of erection.

Leeds.—The property of the Leeds Waterworks Company has been transferred to the corporation. The total amount due to the company up to 19th inst. was 165,206*l.* odd, and the corporation are having loans negotiated for the purchase-money.

Newport (Isle of Wight).—Efforts are being made to raise funds for the rebuilding of St. Thomas's Church here.

Blyth.—The *Shields Gazette* states that this place has been lighted with gas, the Blyth Joint-Stock Gas Works having been opened on Friday week.

Blaydon.—The inhabitants of the thriving villages of Blaydon and Stella, according to the *Gateshead Observer*, have resolved to erect a gas manufactory, and are considering the practicability of supplying the villages with pure water and improved streets and footpaths.

Hawick.—An extensive enlargement of the gas work here is in progress, and meanwhile the town is for a week or more deprived altogether of gas-light. The supply hereafter, it is believed, will meet a very large increase of demand for many years to come.

Dundee.—The Hunter-street Free Church was opened on Thursday week. The building is situated in Hunter-street, Hawkhill, and is Perpendicular in style, the gable being toward the street. It contains 520 sittings, with provision for extension, and costs something under 600*l.* The architect is Mr. James McLaren, of Dundee.

Forres.—Contracts have been entered into for the erection of new premises here for the Caledonian Bank. The site is in High-street, near the centre of the town, where the Royal Hotel formerly stood. The building is designed in the Italian or Paladian style of architecture. It is three stories in height. The bank entrance in the centre of the front on the ground floor, is enriched with Roman Doric pillars, there being two windows on each side finished with corresponding pilasters, which project sufficiently to form a balcony for the windows above, with stone balustrade and piers. The other two floors have five windows in each, ornamented in the composite order, with square pillars and fancy capitals, and half-circular pediments. The whole is to be of white polished freestone from Spynie or Nairn quarries. The cost of the erection and site will be between two and three thousand pounds. The plan was furnished by Messrs. McKenzie and Mathews, of Elgin, architects. The successful competitors for the contract were, Messrs. John Hendrie, builder, Inverness, and John Mackenzie, carpenter, Elgin, jointly for the whole. The building are to be finished previously to Whit Sunday, 1854.

Elgin.—A Free Church, the second in Elgin, is to be erected in Guildry-street, in harmony, or at least connection, with the street improvements in that part of the town.

POSTAGE OF NEWSPAPERS.—We have frequent complaints by subscribers, and requests for explanation of the circumstance, that while their copies of *THE BUILDER* are sent to them any number of miles beyond three from London free, a charge is made so soon as they come within three miles of the General Post-office. The chief reason for this anomalous charge we presume is, that metropolitan purchasers of newspapers may thus be obliged to send to the publishing offices for their papers, or at least that they be prevented from deluging the General Post-office with the whole of the metropolitan newspaper circulation. The reason, however, is at best but an inconsistent one.